

Quite Zone-Lots

Information is attachment.

- Chart 3 -is the process flow-chart on "Creating a New Quiet Zone".
- FRA Train Horn Rule -general principles for your review.
- 05-8285- is the Rules and Regulations from the FRA.

The following is a link on Quite Zone.

- <http://www.railroadcontrols.com/files/Quiet%20Zone%20Implementation%20Training%20-%20Engineering%20Options.ppt>

Security Information

Below is the link from the BNSF website on "Customs-Trade Partnership Against Terrorism(C-TPAT). As part of its continuing effort to meet its customers' expectations for security, BNSF has joined the Customs-Trade Partnership Against Terrorism (C-TPAT). BNSF takes every precaution to protect its employees' safety and to make sure that our customers shipments arrived securely at their destinations.

http://www.bnsf.com/tools/resourceprotection/CTPAT_Update.html

Here is the information from the page:

Customs Trade Partners Against Terrorism Update

As part of its continuing effort to meet its customers' expectations for security, BNSF has joined the Customs-Trade Partnership Against Terrorism (C-TPAT). C-TPAT is a cooperative endeavor between the trade community and the U.S. Customs Service to develop, enhance, and maintain effective security processes throughout the global supply chain.

U.S. Customs recognizes participating companies in C-TPAT as diligent in maintaining a secure supply chain--as participants agree to establish policies to enhance their own security practices and those of supply-chain partners. One of the requirements of a C-TPAT participant is to ensure that all areas of its supply chain--such as documents, information systems, employee and contractor identification, equipment, and facilities--are secure.

C-TPAT is a security program for the entire supply chain, and as a result, many of BNSF's customers are participants in C-TPAT. Your customers may contact you with questions regarding BNSF's participation in C-TPAT. Any questions regarding C-TPAT at BNSF should be directed to Bill Heileman, BNSF Resource Protection Solutions Team. Bill can be reached at 352-2713 (company line).

BNSF Railway is a certified member of C-TPAT, partner identification number burRai00848. [Click here](#) to see a copy of our membership certification.

More information regarding C-TPAT can be obtained on the U.S. Customs Web site at http://www.customs.gov/xp/cgov/import/commercial_enforcement/ctpat/.

Speed Regulation:

The BNSF Railway uses several publications that will ultimately determine the maximum speed of a train through specified limits. Ultimately, the BNSF is governed by the Federal Railroad Administration (FRA). The FRA, in general terms, establishes and enforces minimum criteria that all railroads must comply with regarding the safe operation of trains, track maintenance and standards, as well as many other factors concerning rail transportation.

The BNSF Railway then takes these minimum standards and further refines them with 3 more levels of publications that are internally generated. These "Manuals" further emphasize safety. These are:

1. The General Code of Operating Rules (GCOR)
2. The Division Timetables
3. The General Orders and Superintendent Messages dispersed by Train Dispatchers.

The GCOR

The GCOR is the "Operating Bible". All operating personnel in the BNSF are required to know this manual.

Division Timetables

The different operating divisions within BNSF Railway publish a Division Timetable that establishes train speed limits through specific limits.

General Orders

Division Engineers and other operating managers within the division daily publish documents that define operating restrictions dependent on today's track conditions.

The train crews ultimately determine the speed of the train. They know the restrictions defined by the previous publications in addition to how well their train is handling by the amount of power that is available, the tonnage being hauled, and the where they are in their route.

As an example

If the max speed through a yard is 10-15 MPH and a track limit through a city is 20 MPH, train crews, who know how their train is handling, will operate their train within the speed limits according to their own experience.